

worked well. The VHF radio was removed, and found to be perfect. It turned out that the problem was interference from the recent installation of a new GPS. The moral is, that if something like this happens to you, turn off the GPS and try again.

Many of us have anecdotes about corrosion, and here are a couple, the first from long ago, told by Len Wigan. George Eimer put down new chain moorings for *Nymphea*, using freshly galvanised chain. To his consternation, only a few weeks later she broke adrift, with a few links completely corroded through. The vessel moored directly ahead of *Nymphea* lost a bronze propeller, which must have fallen across the new chain and virtually dissolved it extraordinarily rapidly.

In 1967 we took *Kareelah* down the Gulf in a race to and round the Marion Reef buoy. In fresh SSE conditions, we were tightly pinched on the port tack, and didn't quite lay the mark. In the shelving water just east of Troubridge Island we went about, and almost at once the mast fell over the side, leaving us with a lee shore not far away on a dark night. Later we reconstructed the pathology. There were twin symmetrically double-ended

spinnaker poles. The forward parrot beaks were clipped on to the pulpit fittings and the after ones on to the bases of the after lower shrouds. This fixed the bottle screws, and during the long period of flogging to and fro of the slack lee after shroud there was enough work hardening for the strain to be too great once it was placed under tension on the other board, so it snapped. That was too much for the swage fitting on the forward lower, which pulled out. The spreader was left like an arrow, with the cap shroud as bowstring and the mast the bow, firing the spreader straight through itself. Ever afterwards, we clipped the after parrot beaks of the spinnaker poles through lanyards, not the shrouds.

A year or so later, after the conclusion of the February race to Port Lincoln, I noticed a vessel nearby at the Town jetty with exactly the same set-up as we had on *Kareelah*. I warned the skipper of the risk; he told me curtly that he'd never had any trouble; and please mind my own business. I did so, and was not surprised to hear that he in turn sustained a broken mast in due course. The moral, well known to modern skippers I'm sure, is that stainless steel can work-harden and become brittle very quickly if the conditions are right.

REEVESBY OR REVESBY?

Chart AUS 1762 and *Australia Pilot Volume I* both give Reevesby, which was how Flinders spelt it when he allocated the name on Sunday, 7 March, 1802. Revesby Abbey in Lincolnshire was named after the Cistercian house founded there from Rievaulx in 1142. The name is spelt Revesby in the *AA Road Book of England and Wales*, *Blue Guide to England* and in HC Cameron's standard biography of Banks. HM Cooper in his definitive work on Flinders in South Australian waters, *The Unknown Coast: Being the Exploration of Captain Matthew Flinders RN Along the Shores of South Australia 1802* (Limited Edition, 1953) records without comment: 'Revesby, prettily situated near Horncastle, has its church, school and houses picturesquely placed around the village green. ... The present Revesby Abbey is built upon the site of the former home of Sir Joseph Banks. ... Population 448. Flinders spelt it Reevesby.' Why Flinders got it wrong is a mystery, but his error has passed to formal nautical publications, and I suppose we should use the Reevesby spelling for the island and Revesby for the place for which it was named. I know that's pedantic, but I believe it to be correct. PML

Bryan Price has a large collection of Admiralty charts covering the coast from Outer Harbor to the Whitsundays. He can be contacted on 8379 8036.

No doubt gentle guidance was needed aboard the *Fitchell Warkum* during the sail-past on Opening Day. The hand on the tiller was that of Madeline Rose Knill, aged eight days, whose proud father Wayne is regular foredeck hand.

John Smith put a great deal of work into preparing for his cruise to Tasmania. This included compiling a meticulous list of no less than 153 potential anchorages, tabulated according to information available from five authoritative sources, right down to line numbers in *Australia Pilot, Volume II*. There is an index chart, together with indications of wind directions, the relevant AUS charts and latitude/longitude for every anchorage. It's

too long and detailed for us to publish, and those interested should approach John directly. He deserves strong congratulations for his achievements.

Life Member Keith Flint writes, 'A senior member of the Royal Yacht Club of Victoria, who comes to Adelaide yearly for various company annual meetings, has asked if there are any yacht owners who are short of crew and who wish to cruise for 7-10 days in March. He and three other senior members would be prepared to pay all expenses. They wish to cruise SA waters, but do not have the time to bring their own vessels so far.'

It was a pleasure to see Roger and Marian Holden on Opening Day, and to hear that they have graduated from *Marionette III* to a larger vessel. We hope that they can be persuaded to write an account of their



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